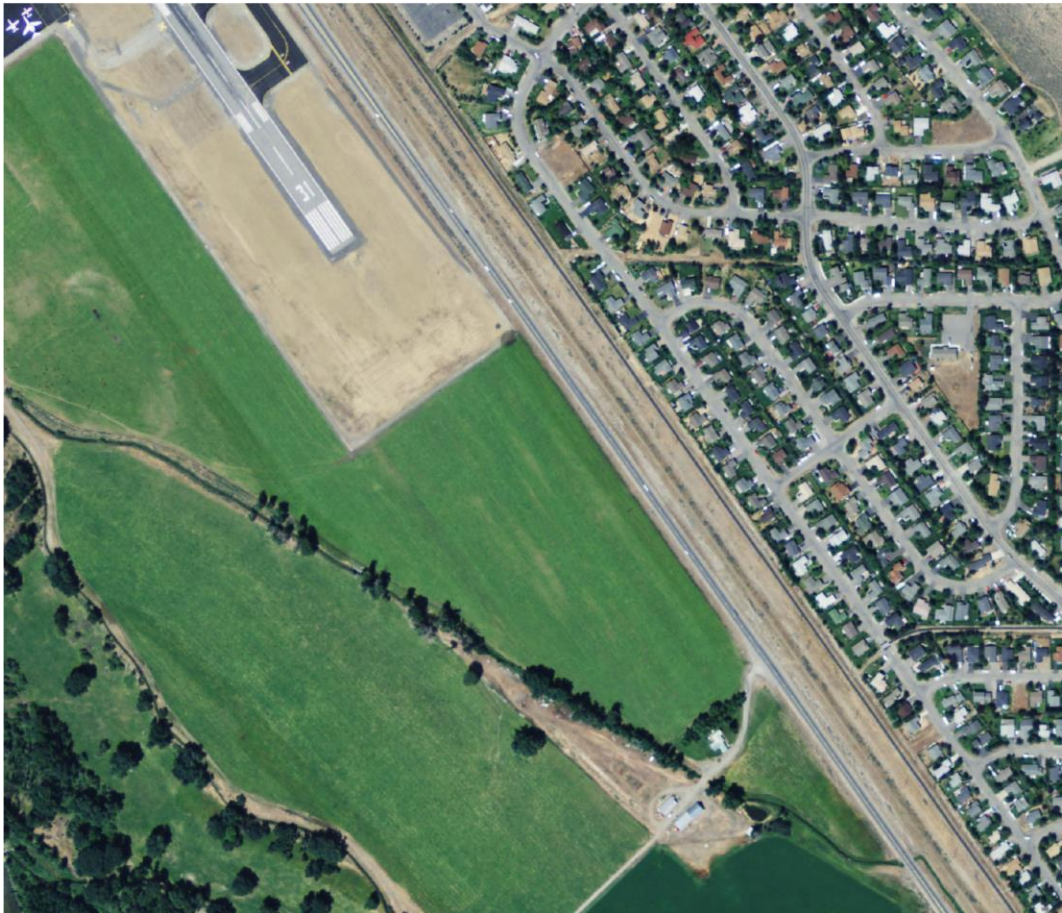


Friedman Memorial Airport Land Acquisition and Obstruction Removal



AIP#3-16-0016-044-2017

March 2018

By: Kerry Davis, M.S., Architectural Historian

Preservation Solutions LLC — Boise, ID

and

Jeanne Wright, M.A., R.P.A., Archaeologist

Wright Consulting Services — Boise, ID

Abstract

This report documents the results of a cultural resources survey conducted to identify and evaluate resources at and abutting the Friedman Memorial Airport, at the south edge of Hailey, Blaine County, Idaho. This effort is part of a larger land acquisition (59.1 acres acquisition; 5.6 acres easement) by Friedman Memorial Airport Authority (FMAA) and includes resource identification and documentation under both Section 106 and Section 110 of the National Historic Preservation Act (NHPA), as amended.

Under Section 106, cultural resources were identified and evaluated that may be impacted by the removal of trees currently within the runway approach surface at the end of Runway 13-31 of the Friedman Memorial Airport (airport code: SUN). The proposed project action is an undertaking of the Friedman Memorial Airport Authority (FMAA) under the jurisdiction of the Federal Aviation Administration (FAA). Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes.

Section 106 Project Description

More specifically, the proposed project action consists of the removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207) which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01). The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height. Six pole-mounted lights have been affixed to the treetops to light the obstructions as an interim solution deemed insufficient by FAA guidelines. To meet FAA-recommended safety standards, approximately 1,600 feet of obstructing tree line will be removed to allow for an unobstructed airspace at the south end of the airport. Tree removal will include cutting them at ground level and remaining stumps treated with a pre-emergent to restrict regrowth. The banks of the canal will transition from a forested canopy to shrub or grassland complex.

Results of Cultural Resource Study

A total of three historic properties were identified and documented as part of this survey effort, all of which had been previously documented at least minimally or partially. Friedman Memorial Airport (FMA-01) was documented per Section 110; this included the separate documentation of two of its twenty-five resources: a runway (FMA-02) and a hangar (FMA-03). Per Section 106, Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207) were documented as they are within the APE. Each of these three properties were resurveyed to meet the State Historic Preservation Office (SHPO) and FAA standards for cultural review of airport-related projects. Of the three properties documented, two properties appear to be NRHP-eligible: Cove Canal (10BN1126) and part of Halfway Ranch/Eccles Flying Hat Ranch (13-16207).

More specifically, and per the pending project action, the trees lining Cove Canal warranted additional evaluation. Located on what was originally unirrigated land categorized as 'desert' at the time of initial development, the trees lining Cove Canal are not original to the site and no evidence is apparent suggesting they were intentionally planted (such as for a wind break). Instead, they appear to be the de facto result of ongoing lack of canal maintenance, which typically included prevention of vegetation maturation along canal banks by means of mowing, burning, cutting, and so forth. Review of a birdseye view (1884), quadrangle maps (since 1895), and historic aerials (since 1954) shows trees along the canal either nonexistent or varying considerably in density and location(s) over time. Due to

the lack of evidence from either the historic record or on-site investigation, the trees were not found to be a historically significant component of the canal or ranch setting(s).

Although the project APE falls within a prehistoric and historic travel corridor between the Sawtooth Basin to the north and the Camas Prairie to the south, no archaeological findings were made during this investigation. The proposed undertaking will have no adverse effect on archaeological sites or isolates.

Determination of Effect(s)

Overall, the undertaking, as described, will have **NO ADVERSE EFFECT** on the NRHP eligibility of historic properties as a result of the project actions.

CERTIFICATION OF RESULTS

I certify that this investigation was conducted and documented according to Secretary of Interior's Standards and guidelines and that the report is complete and accurate to the best of my knowledge.



Signature of Principle Investigator

03/18/18

Date

Key Information

PROJECT NAME

Friedman Memorial Airport (SUN) Obstruction Removal

LOCATION

Blaine County

USGS QUAD(S)

Hailey, 7.5'

LEGAL LOCATION OF PROJECT

T2N, R18E, Sections 22, 23

PROJECT AREA

~ 2 acres direct impact, within total acquisition/easement 64.7 acres

AREA SURVEYED

~ 970 Acres Intensive Survey

0 Acres Reconnaissance Survey

PROJECT DATA

3 Previously recorded cultural properties (comprised of 42 total resources)

2 Newly recorded resources (located within a larger, previously recorded property)

AUTHOR(S)

Kerry Davis, Architectural Historian

FEDERAL AGENCY

FAA

REPORT PREPARED FOR

T.O. Engineers

REPOSITORY

Idaho SHPO

PRINCIPLE INVESTIGATORS

Kerry Davis, M.S., and Jeanne Wright, M.A., R.P.A.,

DATE

3/18/2018

CONTENTS

Abstract	i
CERTIFICATION OF RESULTS	ii
Key Information	
Project Description	2
Project Area of Potential Effect (APE)	2
Environmental Setting	2
Figure 1: Location	4
Figure 3: Area of Potential Effect (APE)	6
Cultural Setting	7
Figure 4: Aerial View of Project Area and Vicinity	10
Pre-Field Research	11
Previous Cultural Resources Studies	11
Expected Cultural Resources	11
Methodology	12
Archaeological Methodology	13
Above-Ground Methodology	14
Archaeological Results	15
Isolates/Noted but not recorded	16
Figure 5: Subsurface Shovel Test (ST) Locations	16
Above-Ground Results	17
13-16207 – Halfway Ranch/Eccles Flying Hat Ranch	18
Figure 6: Halfway Ranch/Eccles Flying Hat Ranch	20
Figure 7: Halfway Ranch/Eccles Flying Hat Ranch – Main Farmstead	24
Figure 8: Halfway Ranch/Eccles Flying Hat Ranch – Corral Area	26
Figure 9: Halfway Ranch/Eccles Flying Hat Ranch – Southeast Pasture Area	28
10BN1126 – Cove Canal	30
Figure 10: Cove Canal and Rockwell-White Power Plant Canal	31
FMA-01 – Friedman Memorial Airport	33
Figure 11: Friedman Memorial Airport	36
FMA-02 – Friedman Memorial Airport Runway	37
FMA-03 – Friedman Memorial Airport Hangar	38
Determination of Effects	39

Management Recommendations	40
Avoidance, Minimization, or Mitigation Options	40
Conclusions	41
References	42
Idaho Historic Sites Inventory Forms	43

Project Description

T.O. Engineers, contracted Preservation Solutions LLC (PSLLC) in Spring 2017 to complete a cultural resource investigation of the Friedman Memorial Airport (FMA-01; SUN) and two abutting resources—Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207)—at the south edge of Hailey, Blaine County, Idaho. The purpose of this survey effort was to identify and evaluate cultural resources under both Section 106 and Section 110 of the National Historic Preservation Act (NHPA), as amended, as part of a larger land acquisition and easement (64.7 acres) by FMAA.

Under Section 106, cultural resources were identified and evaluated that may be impacted by the removal of trees currently within the runway approach surface at the end of Runway 13-31 of the Friedman Memorial Airport (airport code: SUN). The proposed project action is an undertaking of the FMAA under the jurisdiction of the FAA.

Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes.

More specifically, the proposed project action consists of the removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207) that are a potential hazard to air traffic at Friedman Memorial Airport. The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height.¹ Six pole-mounted lights have been affixed to treetops to light the obstructions as an interim solution that has been deemed insufficient by FAA-recommended guidelines. To meet FAA safety standards, approximately 1,600 feet of tree line will be removed to allow for an unobstructed RPZ. Tree removal activities will include ground disturbance of the banks of the canal as part of stump removal, the banks of which will be restored and seeded.

Project Area of Potential Effect (APE)

The APE is restricted to the direct effects to the Cove Canal (10BN1126) and the indirect visual effects in the immediate vicinity of the Main Farmstead area of the Halfway Ranch/Eccles Flying Hat Ranch (13-16207). (See APE map below).

Environmental Setting

The project area is at the south edge of the city limits of Hailey, Idaho, along the northwest-southeast alignment of State Highway 75. At an elevation of approximately 5,250 feet above sea level, the area is characterized by open, generally level grassy fields used for grazing of cattle. The entire ground surface of the APE (outside of building footprints) has been regularly tilled, planted, and grazed. Natural soils for

¹ Cottonwoods are commonly found along wet areas in the Big Wood River Valley. Though possible, there is no evidence nor did the primary sources reveal any indication the trees pending removal along the canal were intentionally planted as a windbreak or 'shelter-belt.'

the area include the Little Wood-Ballam-Adamson group. These soils are very deep on alluvial plains and are well drained.

Historically, the valley floor was predominantly sagebrush steppe at upper elevations and riparian/wetland along the Big Wood River. Trees such as cottonwood were and are commonly found along these wet areas including along the Cove Canal (10BN1126). Current and serviceberry were historically also part of the sage steppe landscape.

Several types of wildlife are readily found in the APE. Mammals found in the area surrounding the APE include black bear, elk, mule deer, moose, and cottontail rabbit. Typical non-game mammals include badgers, coyotes, gophers, and racoons. Mountain lions are also known to be found in the area. The nearby river and its tributaries have populations of rainbow, brown, and brook trout.

Ranch-related resources dating from c.1900 to c.1965 form the nucleus of the Main Farmstead area of Halfway Ranch/Eccles Flying Hat Ranch (13-16207), through which runs c.1883 Cove Canal (10BN1126). Open grazing pastures and their associated fencing and tree lines extend in all directions, with SH 75 forming the project boundary to the east-northeast.

Figure 1: Location

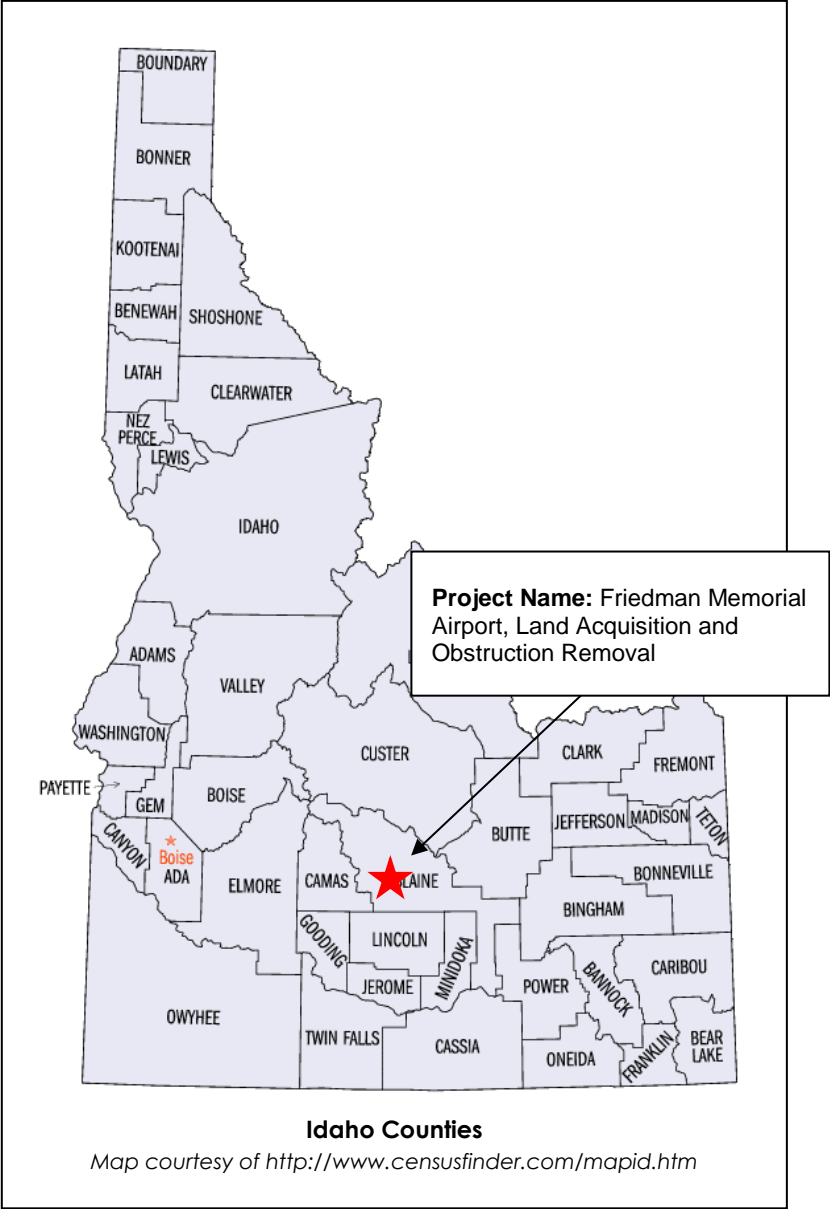


Figure 2: Project Area

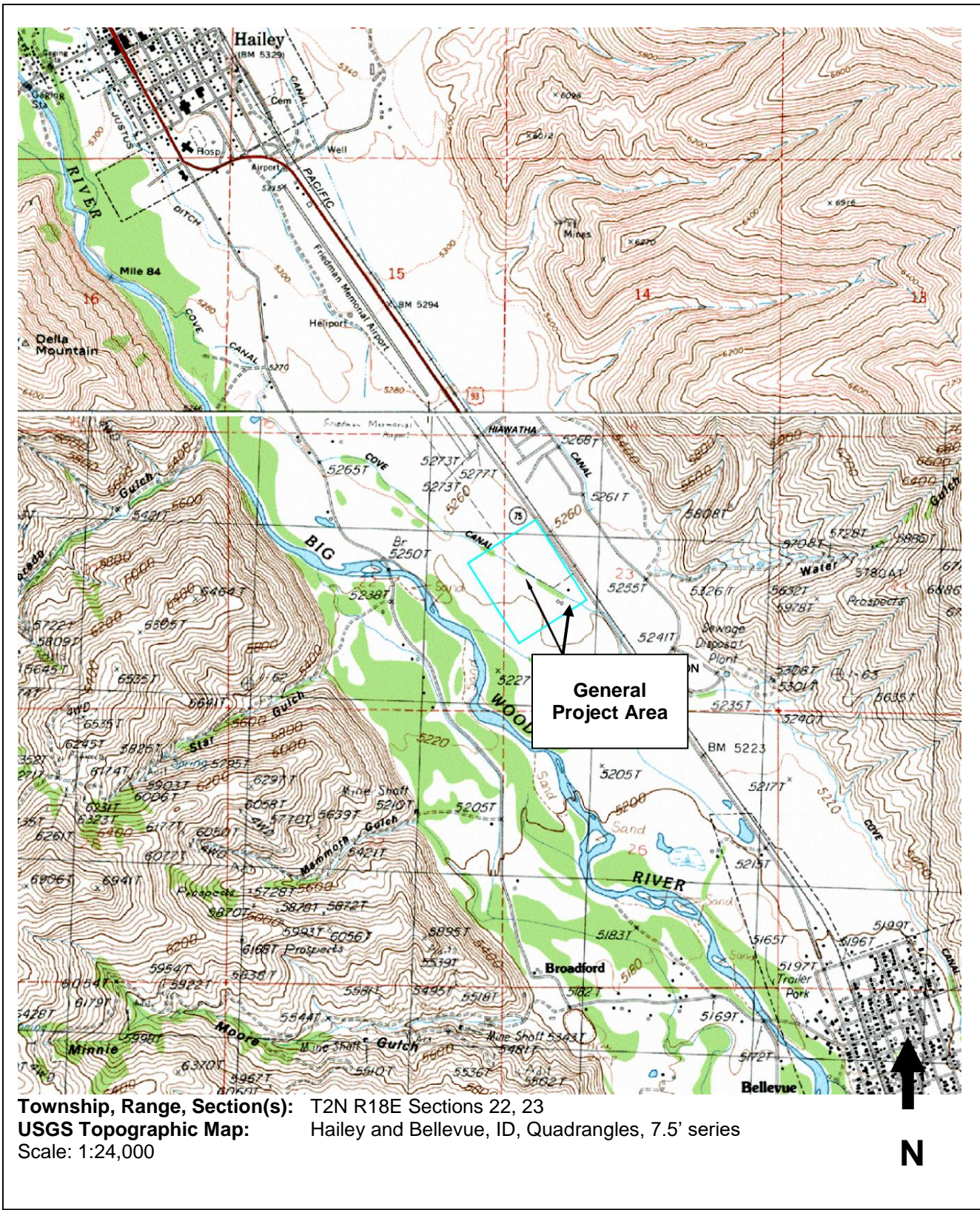
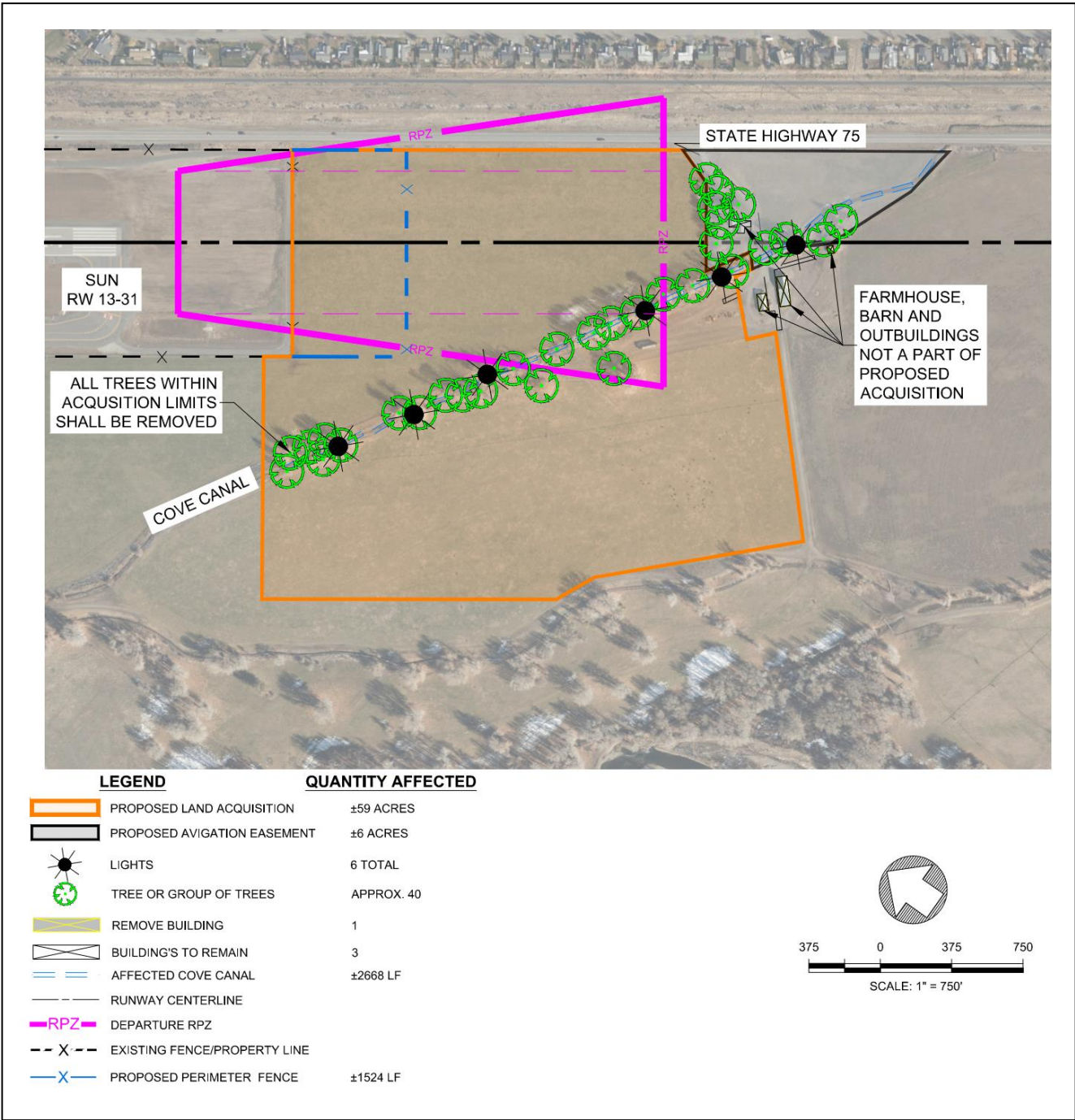


Figure 3: Area of Potential Effect (APE)



Cultural Setting

Prehistorically and historically, the Wood River Valley has been used as a travel corridor between the Sawtooth Basin to the north and the Snake River to the south. Both the Northern Shoshone and Bannock peoples had traditional food gathering areas near the project APE. Though there were few Euroamericans in the area prior to 1850, trade between indigenous people and Euroamericans (e.g. fur trade for horses and firearms) was common whenever contact occurred. However, during the 1850s conflicts mounted and in 1878 tensions escalated and between May and July the Bannock people clashed with US troops and eventually moved out of the area with restricted movement to and from the Fort Hall reservation. Having lost many resources, the Bannock people proceeded to concentrate on healing their community at Fort Hall.

The area around present-day Hailey and Bellevue was first settled by non-indigenous people in 1879 as mining boomed in the vicinity. Concurrently, agriculture and sheep ranching heavily impacted the valley's development. By 1881, sufficient settlement had taken place that the Bellevue and Hailey townsites had both been surveyed, platted, and settled, with Hailey designated the following year as county seat of Alturas County (later reorganized to create Blaine County). Increased settlement also pressed the Government Land Office (GLO) to contract for a subdivisional survey of the area – Township 2 North, Range 18 East, containing both Bellevue and Hailey – which was completed in 1882. The mining boom and rapid settlement also spurred the Union Pacific to extend a branch off the Oregon Short Line up to Hailey and Ketchum, which were completed in 1883 and 1884, respectively.

Agricultural Development

Around the same time, the US Congress passed the Desert Land Act in March 1877 as an amendment to the Homestead Act in an attempt to incent settlement and development of the arid and semiarid public lands of the West. The Act enabled individuals to purchase 'desert lands' at a price of \$1.25 per acre on the promise that the land would be irrigated within three years. A married couple could claim up to 640 acres while a single man could only claim half that. Unlike the Homestead Act, there was no residency requirement and title to the land was transferred once proof of irrigation was documented.

The APE and surrounding ranch property originated with two, separate, early 1880s Desert Lands Act claims filed by J.B. Oldham (north part of ranch in sections 22, 23) and J.R. Wilson (south part of ranch in sections 23, 25). Though the 1882 subdivisional survey shows no canal feature in the area, in 1888, these claims were certified and ownership transferred to the claimants, indicating the land had been irrigated.²

According to a 1952 US Department of the Interior Geological Survey Circular, Cove Canal (10BN1126) was established in 1882. Previous survey stated Cove Canal dates to 1883-1884 and is one of the earliest irrigation structures in Blaine County. Secondary sources indicate brothers John, Joseph, and Michael Brown, along with neighboring land owner, Marcus A. Miner, developed the canal. Review of Government Land Office (GLO) records confirms Miner's involvement; he took ownership of land in the south half of Section 23 and the north half of Section 26 in May 1888, via Desert Lands Certificate #6.

² Marcus Miner took over the Wilson's claim and received the official Desert Land Claims certificate of ownership. See Halfway Ranch/Eccles Flying Hat Ranch IHSI Form for additional history details not pertinent to Section 106 or Section 110 evaluation.

This historic record shows that the present-day Eccles Flying Hat Ranch property was known as Halfway Ranch as early as 1910, at which time the property spanned 600-640 acres (accounts vary) on the west side of what is now SH 75. It has operated as a ranch since. The Eccles Family has maintained ownership since 1969 and has expanded the ranch land holdings to the south and east (including land across SH 75) to its current property boundary.

Aviation Development

In the mid-to-late 1920s Idaho, and places nationwide truly caught 'airport fever.' As municipalities anticipated the benefit of accommodating airplanes, they promptly bought up land and leveled it for landing strips. Around this time, in 1931, the Friedman family donated seventy-six acres of farmland just south of Hailey to the City of Hailey for the purposes of developing an airport. Opening in May the following year, the airport featured a 0.75-mile dirt airstrip aligned northwest-southeast between the Big Wood River and U.S. Highway 93 (now SH 75). *The Hailey Times* reported on the opening and naming of the airport for early area resident, Simon M. Friedman (1853-1926), a native of Germany and early homesteader in the area. The grand opening boasted the presence of five airplanes, which was remarkable as it "was the first time that more than one airplane was in the valley and the unexpected arrival of so many birdmen aroused the greatest enthusiasm."

The new airport's earth and grass landing strip had been created under the oversight of the state highway department by the labor of local Boy Scouts and area citizens, who had "[cleared] off the rocks, [filled] the ditches, [removed] trees and [leveled] the field of wonderful beauty and exceptional adaptability to the intended purpose." In addition to the dirt runway, the airport boasted a "great compass 100 feet in diameter with a fine flag pole in the center and with arrows on the ground to give the birdmen the exact directions." Rocks gathered in the leveling of the field were whitewashed and laid into the shape of a compass and compass arrows, as well as formed into the word "HAILEY" set within a separate half-circle. In addition, a native stone monument attributed to John Bonin stood just northwest of the compass and at the time of dedication still awaited the installment of a bronze tablet. A 1932 photo shows the grass field and the only other improvements being that of these vernacular ground features (See historic photos below).

Though shown on the 1939 Metsker map of Blaine County as the Hailey "City Airport," the Friedman Memorial Airport was not yet considered 'developed' as it still had no buildings or beacon or paved runway. Airport improvements were slow and steady, with regrading and improving of the airfield in 1941, construction of the first hangar by 1945 (nonextant; see historic photos below), and the initiation of flying service—Wood River Flying Service—and a flying school by 1947.

With the onset of World War II, federal programs such as the Development of Landing Areas for National Defense (DLAND) received large allocations of funding, which were administered by the Civil Aeronautics Administration (CAA) for both civil and defense purposes. Airport traffic control, airport construction, and other associated activities became the purview of this federal agency. Following World War II was a period of focused expansion of the nation's civil airports. The Civil Aeronautics Administration (CAA) promoted this expansion through a federal aid program, proposing work to more than 120 airports in Idaho in the late 1940s, which included the field at Hailey. The final, 1949 allocation for improvements at Friedman Memorial Airport was \$18,629, with an expected local match of \$33,500. By the end of 1949, the CAA reported a net gain of twenty-eight new airports of all types in the Rocky Mountain states.

In 1959, the new Federal Aviation Agency recommended a \$5.9 million airport program for Idaho, which included acquisition of land and general improvements such as runway paving, lighting, automobile parking areas, and operational buildings at fourteen airports. Though this program did not specify allocations for Friedman Airport, Hailey's municipal airport rode this wave of midcentury expansion and experienced major improvements in the 1960s. Though still featuring just a grass landing strip and a single hangar, in 1960 the Blaine County Airport Commission formed and the first commercial airline—West Coast Airlines—began using the airport. In June that year, the *Statesman* reported on the Idaho State Board of Examiners' approval of the Idaho Aeronautics department's request for funds to construct a terminal at Friedman Memorial Airport. Anticipated to cost \$6,000, the terminal was to accommodate the approximately four flights each day—typically two each from Boise and Salt Lake City—a 1962 photo shows the terminal in place, adjacent to the original 1945 hangar (see historic photos below). Culminating the 1960s improvements, the runway was paved and widened to one hundred feet in 1968.

As with most forms of travel, transportation infrastructure has always responded to technological developments in the various modes of travel. As planes got larger, heavier, faster, airports were, and still are, required to expand to accommodate for safety and efficiency of operation. As a result, the history of the airport in general, and Friedman Memorial Airport specifically, is one of constant change and evolution, with expansions occurring in one form or another every few years. Between 1974 and 1976, the FAA invested \$600,000 into the Friedman Airport, resulting in resurfacing of the then approximately 4,600-foot runway, construction of a new turn-around section at the south end of the airport, installation of a new sprinkler system, and access road development, as well as installation of runway lights.

A 1976 article in the *Statesman* reported the airport was nearing capacity and new airport sites were being investigated that could handle larger jets. At the time, the airport handled almost 25,000 take-offs and landings annually, which was expected to jump to 32,000 in 1977. As a result, an Airport Master Plan was developed and in place by September 1978. At this time, the airport featured a paved runway and only five or six hangar buildings (two on the northeast side of the runway along SH 75, and only one of which is still extant (resource #2)).

The aviation industry and airport infrastructure nationwide underwent drastic changes in the late 1970s, particularly due to the Airline Deregulation Act of 1978, which, according to Idaho historian, Arthur Hart, “had an immediate and drastic impact on the aviation industry...[and] especially felt in Idaho, with a population less than a million people. Without strict Civil Aeronautics Board regulation, airlines were free to pull out of small town service that was unprofitable.”

Late twentieth century changes at the airport changed the appearance of the site considerably. The airport received a terminal building in 1985 and an air traffic control tower around the same time. The terminal was expanded in 1991 and between 1984 and 1992 the runway was extended about over 1,750 feet at its southeast end, all as a result of increased traffic. In 1993-1994, several buildings were demolished as the airport was, again, expanded and improved upon. Additional expansions between 1998 and 2003, and again between 2004 and 2009 added another 1,150 feet to the length of the runway at the southeast end. Between 2004 and 2009, the hangars and plane parking previously located on the east edge of the airport property, between the runway and SH 75, were relocated, consolidating all taxiing traffic to the west edge of the airport. Most recently, around 2013, the current taxiway was constructed and connections to the runway realigned to their current appearance.

The project area under Section 106 now reflects late nineteenth through twentieth century agricultural ranch development. The survey area under Section 110 reflects late twentieth and early twenty-first century aviation-related development.

Figure 4: Aerial View of Project Area and Vicinity



Pre-Field Research

Results from Idaho Record Search #17280 were received on May 5, 2017.

Previous Cultural Resources Studies

Several cultural resources studies have taken place in the vicinity over the years, primarily triggered by proposed Idaho Transportation Department (ITD) road-related actions dating from 1984 through 2008. Two previous Idaho Historic Sites Inventory forms are on file within the project area – Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207)—both of which were found to be NRHP eligible.

Neither of the archaeological studies in the APE identified cultural resources. More specifically, in 2004 archaeologist Susan Leary conducted the “SH 75 Timmerman to Ketchum” Archaeological and Historical Survey Report for the Archaeological Survey of Idaho (2004/499), which included the section of SH 75 parallel and abutting Friedman Memorial Airport. The survey included 150 feet on either side of the highway and overlaps part of this project APE. Additionally, Claudia Walsworth conducted a survey in 1993 of the Friedman Memorial Airport. Both Leary’s and Walsworth’s studies included portions of the Halfway Ranch/Eccles Flying Hat Ranch and Cove Canal. No archaeological resources were found within the areas studied on the Eccles Flying Hat Ranch/Halfway Ranch.

Summary of previous studies in this area (within one mile of the survey area).

Report#	Author	Date	Title
1993/50	Henrikson, S.	1992	RO Fire Rehab Project (BLM)
1989/1994	Gaston, J.	1984	Annual Report of Archaeological Investigations, 1983 (ITD)
1989/1995	Gaston, J.	1984	Annual Report of Archaeological Investigations, 1984 (ITD)
2004/449	Leary, S.	2004	SH-75 Timmerman to Ketchum (ITD)
2008/514	Walsworth, C.	2008	Elm Street Sidewalks, Safe Route to School (ITD)
1993/734139	Walsworth, C.	1993	Cultural Resource Survey of Friedman Memorial Airport
1996/851	Gallagher, J.	1995	Archaeological Survey of 3 USPS proposed office locations
2002/429	Walsworth, C.	2001	Syringa Fiber Optics Project

Expected Cultural Resources

Archaeological

The only known prehistoric site in the vicinity of the APE is the Elkhorn Springs site (10-BN-23) thirteen miles north of Hailey. Due to the nature of the Wood River valley being a travel corridor between the Snake River plain and the central mountains from prehistory through the current era, sites associated with prehistoric indigenous peoples, early exploration, mining, and agriculture/ranching resources are possible within the APE.

The Bannock and Northern Shoshone people had ancestral food gathering areas at nearby Camas Prairie to the south and the Sawtooth Basin to the north. Due to the proximity of the Wood River to the west of the APE and probable resource procurement sites, prehistoric sites may be encountered.

Since the APE lies within the boundary of the Eccles Flying Hat Ranch, encountering historic artifacts/sites is likely to occur. Other historic sites likely to be encountered would be those associated with mining and historic settlement in and near the valley.

Above-Ground

Per Section 106, the project site is on the National Register-eligible Halfway Ranch/Eccles Flying Hat Ranch (13-16207), along a section of the NRHP-eligible Cove Canal (10BN1126). No other properties within the APE are on record as having been previously documented.

Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes. The airport was previously partially recorded in 1993, at which time five buildings pending demolition and no longer extant were the only specific resources documented.

Listed below are all properties previously documented within the vicinity, as shown on the Record Search provided by SHPO in early May 2017.

Site #	Site/Feature Type	NR Status	Distance to APE
13-05154	Big Wood River Bridge	none given	~0.6mi
13-08183	Broadford Rd. Log House	none given	~1.71mi
13-08184	Broadford Farm	none given	~1.69mi
13-08185	none given	none given	~1.45mi
13-16156	Sun Valley Aviation Hangar No. 1	Nonextant	N/A
13-16157	Sun Valley Aviation Inc. Office	Nonextant	N/A
13-16158	Sun Valley Aviation Hangar No. 2	Nonextant	N/A
13-16159	Friedman Airport County Shop Building	Nonextant	N/A
13-16160	Sinclair Hangar	Nonextant	N/A
13-16207	Eccles Flying Hat Ranch/Halfway Ranch	NR Eligible	Inside APE
10BN1117	Hiawatha Canal	NR Eligible	~0.34mi
10BN1191	Rockwell-White Power Plant Canal	NR Eligible	~0.25mi
10BN1126	Cove Canal	NR Eligible	Inside APE
13-16171	Galena Toll Road (SH 75)	NR Eligible	Abutting
13-16172	Oregon Short Line RR	NR Eligible	~0.13mi

Since their founding in the 1880s, Hailey and Bellevue have both been commercial hubs in the Wood River Valley. As such, the project site and vicinity are in an area characterized by the strong historic influences of mining and the surrounding agricultural economy. The project site and vicinity is characterized by late nineteenth and early twentieth century agricultural resources, with nonhistoric residential development abutting in each direction. Historic late nineteenth through late twentieth century agricultural resources and landscape features are expected throughout the vicinity and within the current APE.

Methodology

Regulatory Framework

The National Historic Preservation Act of 1966 (NHPA) was enacted to preserve cultural resources, both historic and prehistoric. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings (i.e. permitting, licensing, funding) on properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP). Compliance with Section 106 requires consultation with the Advisory Council on Historic Preservation (ACHP), the State Historic Preservation

Officer (SHPO), and/or and the Tribal Historic Preservation Officer (THPO) if there is a potential adverse effect to NRHP-eligible properties.

Section 110 of NHPA requires Federal agencies to establish a historic preservation program providing for the identification and protection of the historic properties under agency ownership, management, or oversight. This program must ensure such properties are maintained and managed with due consideration for preservation of their historic values, and must contain procedures to implement Section 106, which must be consistent with the ACHP's regulations. Section 106, Section 110, and various other statutes listed in FAA Order 1050 require that impacts to cultural resources (i.e. historic, architectural, archaeological) be considered.

Per Section 106, identification, documentation, and evaluation of cultural resources was completed throughout the current Area of Potential Effect (APE). This consisted of the resurvey and updating of documentation of Halfway Ranch/Eccles Flying Hat Ranch (13-16207) and Cove Canal (10BN1126). Determination of effect(s) included assessment of both potential direct and indirect effects to NRHP-eligible resources.

Concurrently Section 110 identification, documentation, and evaluation was completed for Friedman Memorial Airport (FMA-01; SUN) as part of the FAA's obligation to give consideration to cultural resources in project planning and/or when considering approval of any action potentially affecting NRHP-eligible resources.

Personnel and Research

Preservation Solutions architectural historian, Kerry Davis, M.S., served as project manager, field photographer, researcher, and cultural resource assessment author. WCS archaeologist, Jeanne Wright, M.A., R.P.A. completed the archaeological assessment. T.O. Engineers facilitated fieldwork and research, as well as provided project description and airport planning documentation. Davis completed the necessary research at Idaho SHPO in Boise. Additional research included review of Blaine County Assessor records, utilization of the online collections including those of USGS, BLM GLO, and the *Idaho Statesman* Historical Archive (available through the Boise Public Library).

Archaeological Methodology

Per Section 106 evaluation, archaeologist, Jeanne Wright of Wright Consulting Services LLC (WCS), conducted an intensive-level pedestrian survey of approximately fifty-three acres in the APE on May 21-22, 2017. This survey took place on land currently occupied by the Eccles Flying Hat Ranch abutting the south end of the Friedman Memorial Airport. Wright covered the entire area at fifteen-meter intervals and conducted three subsurface shovel tests near the canal where tall cottonwood trees are to be removed. Visibility of the ground ranged from twenty to fifty percent. Aside from the ground occupied and surrounding ranch buildings, the fields have been tilled regularly. Also many gopher and badger holes were encountered and associated mounds closely inspected.

As part of the Section 110 evaluation, Wright also assessed approximately 206 acres of the Friedman Memorial Airport (FMA-01). It was determined that soils have been previously disturbed as the airport was leveled, irrigated, and farmed before being expanded to its current configuration. As such, the probability of archaeological resources being present is minimal.

Contact with tribes with affiliations with the project area will be initiated by FAA.

Above-Ground Methodology

Fieldwork

The field survey to document each resource took place on May 21, 2017, and included photographic documentation of each above-ground resource in the APE sufficient to determine National Register of Historic Places (NRHP) eligibility. The resource-by-resource analysis included field investigation and documentation of the exterior of each of the three properties, comprised of a total of forty-two resources located in and abutting the project area.

This fieldwork consisted of on-site integrity assessments and photographic documentation of all properties. Field analysis led to the identification of potentially eligible and ineligible resources in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Photographic documentation complied with National Register and Idaho SHPO photography policies and included at least two views of each resource regardless of age.

Compilation and Analysis of Data

Preservation Solutions used Idaho SHPO's Microsoft Access database template to compile the survey information based upon the information required by the IHSI Form. The completed database includes data fields for each building's historic and current functional use; physical features (e.g., principal materials, roof type, number of stories); architect and/or builder, if known; estimated or documented date of construction; presence of historic outbuildings; source(s) of historic information; parcel identification numbers; and assessments of eligibility.

In order to accurately evaluate the eligibility of each resource and/or group of resources according to the criteria established by the Secretary of the Interior and Idaho SHPO, the consultant analyzed the following four categories of data to identify contiguous districts, discontinuous thematic resources, and individual properties that are potentially eligible for National Register listing.

- Architectural Integrity
- Date of Construction
- Original Building Use/Function
- Building Form/Architectural Style

Evaluation and Analysis

Significance Requirements

In addition to retaining integrity of historic architectural design, properties eligible for listing in the National Register must meet certain criteria of historic significance. Historic significance is the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a state, or the nation. To be listed, properties must have significance in at least one of the following areas:

Criterion A: Association with events, activities, or broad patterns of history.

Criterion B: Association with the lives of persons significant in our past.

Criterion C: Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Have yielded, or be likely to yield, information important in prehistory or history.

Integrity Requirements

In addition to historic significance, a property must also retain integrity. As defined by the National Register of Historic Places, "historic integrity is the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."³ Thus, all properties eligible for listing in the National Register of Historic Places and/or for local designation, whether for individual significance or as contributing elements to a district,⁴ must retain sufficient historic architectural integrity to convey the period of time for which they are significant.⁵

The consultant visually inspected the exterior of all resources (i.e. buildings, sites, structures, and objects) to determine the retention of integrity of each resource in the survey area. The National Register defines seven physical aspects of integrity against which a property or district must be evaluated:

- | | |
|-------------|---------------|
| ▪ Location | ▪ Workmanship |
| ▪ Design | ▪ Feeling |
| ▪ Setting | ▪ Association |
| ▪ Materials | |

To maintain integrity, a property must possess at least several of these aspects, enough so that the essential physical features that enable it to convey its historic significance remain intact. Determining which aspects are important to integrity requires knowledge of why, when, and where the property is significant.

Archaeological Results

Pedestrian Survey Results

Although the Halfway Ranch/Eccles Flying Hat Ranch has been in operation for well over a century, the usual historic trash scatters were not encountered during survey. The ranch is well-cared for and appears to be soundly operated. The only field survey findings were a modern plastic motor oil jug and

³ National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of Interior, 1997), 4.

⁴ A contributing property to a historic district does not have to meet the threshold for individual significance, but it must contribute to the district's area of significance. Properties contributing to a district's significance for architecture must retain a higher degree of architectural integrity than in a district significant for associations with an important individual or with historical events or patterns of history.

⁵ Historic architectural integrity should not be confused with the physical condition of a building or structure. A building may be in excellent physical and structural condition, but may have lost its historical character-defining elements. Conversely, a building may retain all of its historical architectural features, but may be structurally unsound and, therefore, in poor condition.

Above-Ground Results

A total of approximately 970 acres were intensively surveyed and reviewed against NRHP eligibility criteria (i.e. approximately fifty years of age, significance, integrity, etc.) as a part of this investigation. Under Section 106, cultural resources were identified and evaluated that may be impacted by the removal of trees currently within the runway approach surface at the end of Runway 13-31 of the Friedman Memorial Airport (airport code: SUN). Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes.

The survey area consisted of three large properties— Halfway Ranch/Eccles Flying Hat Ranch (13-16207), Cove Canal (10BN1126), and Friedman Memorial Airport (FMA-01)—all of which had previously been surveyed, at least minimally or partially, and which were resurveyed to current SHPO and FAA standards as part of this project. A total of two properties— Cove Canal (10BN1126), and part of Halfway Ranch/Eccles Flying Hat Ranch (13-16207)—were found to be NRHP-eligible.

Though established in the early 1930s, Friedman Memorial Airport (FMA-01) retains no integrity from that period. The overall character of the airport is that of late twentieth and early twenty-first century aviation development. No resource appears to be individually eligible for listing in the National Register of Historic Places (NRHP) and there is currently no district potential. Though not NRHP-eligible, two specific airport resources received intensive-level documentation—the Friedman Memorial Airport Runway (FMA-02) and a c.1974 Friedman Memorial Airport Hangar—per FAA preference for documentation of airport resources less than or nearing fifty years of age. For further information please see the attached Idaho Historic Sites Inventory (IHSI) forms. All cultural resources recorded and pre-recorded in the survey area:

Table 1. Recorded properties

IHSI# or Field #	Property/Resource	NRHP Eligibility	Distance to APE	Project Effect
13-16207	Halfway Ranch/Eccles Flying Hat Ranch	Eligible, Historic District	Within APE	No Adverse Effect
10BN1126	Cove Canal	Eligible, Individually	Within APE	No Adverse Effect
FMA-01	Friedman Memorial Airport	Ineligible	0.35 mi	No Effect
FMA-02	Friedman Memorial Airport Runway	Ineligible	0.24mi	No Effect
FMA-03	Friedman Memorial Airport Hangar	Ineligible	1.55mi	No Effect

13-16207 – Halfway Ranch/Eccles Flying Hat Ranch

The Halfway Ranch/Eccles Flying Hat Ranch is a very large property spanning approximately 750 acres on both sides of SH 75. The property is comprised of three general areas: the Main Farmstead Area; the Corral Area; and the Southeast Pasture Area. (See Figure 6 below.)

A subset of the ranch encompassing about 615 acres on the west side of SH is eligible for listing in the NRHP as a historic district. The Main Farmstead Area and Corral Area are within the NRHP-eligible historic district boundaries. The Southeast Pasture Area was added to the overall ranch property in the 1990s and is not eligible as part of the historic district.

For the sake of discussion and clarity, a few definitions and items of note:

Farmstead: This term refers to the collection of buildings that form the nucleus of the much larger ranch and anchor the property. At the Halfway Ranch/Eccles Flying Hat Ranch these include the farmhouse, well, barn, equipment shed, outhouse, and irrigation equipment shed. (See Table 2 below.) This term is meant to be referential and descriptive and should not be confused with NRHP terminology.

Historic District: NRHP guidelines dictate that large ranches, such as Halfway Ranch/Eccles Flying Hat Ranch, be categorized as Historic Districts (See NRHP Bulletin 16A, page 15). Per National Register guidelines for including historically associated landscapes, as well as recent National Park Service guidance regarding boundary justification, the NRHP-eligible Historic District boundary of the Halfway Ranch/Eccles Flying Hat Ranch includes the surrounding pastures and features (i.e. canals, tree lines, fence rows, etc.) for their historic setting associations. More specifically, per National Register Bulletin 16A: *How to Complete the National Register Registration Form*, boundary instructions dictate that one "include any surrounding land historically associated with [a] resource that retains its historic integrity and contributes to the property's historic significance." At Halfway Ranch/Eccles Flying Hat Ranch, this includes the approximately 615 acres known to have been historically associated with the ranch.

Halfway Ranch/Eccles Flying Hat Ranch Property Name: When previously documented, the ranch was recorded only with its current name "Eccles Flying Hat Ranch" on the Idaho SHPO IHSI form. Per NRHP guidelines, properties should be documented with their original or historic name. As such, this survey effort elaborated on the research and updated the recorded name to reflect the historic name of "Halfway Ranch."

This approximately 750-acre ranch property spans the distance between the city limits of Hailey and Bellevue, in Blaine County, Idaho. Comprised of eight separate parcels varying between 1.6 and 615 acres on the both sides of State Highway (SH) 75 (13-16171), the core of the property is anchored on the west side of SH 75, between the Big Wood River and the highway, where about 615 acres form the historic core of the ranch. Overwhelmingly characterized by open pastureland, the ranch property encompasses sixteen resources dating from 1884 to c.2006, of which nine are buildings (farmhouse, barn, outhouse, and six various ancillary ranch buildings), seven are structures (well, corral, three grain bins, two canals). Among them are two historic canals—the Cove Canal (10BN1126) and the Rockwell-White Power Plant Canal (10BN1191)—both of which cross the property along a northwest-southeast alignment from the Big Wood River. Aside from the canals, resources are generally located in three separate clusters at the Main Farmstead, the Corral Area, and the Southeast Pasture area.

At the north end of the property is the Main Farmstead, a cluster of historic farmstead buildings consisting of a farmhouse, a well, a barn, an equipment shed, an outhouse, and a nonhistoric irrigation equipment shed. The Corral Area is a group of nonhistoric ancillary ranch buildings and structures at the south end of the ranch, just west of SH 75, and is comprised of a worker's shack, a grain bin, a utility building, and a corral. The Southeast Pasture Area is on the east side of SH 75, at the southeast edge of the ranch property, and contains a cluster of ancillary buildings and structures (two grain bins, a shed, and an equipment garage building) adjacent to the north of intersection of N 2nd and E Spruce streets at the north edge of Bellevue.

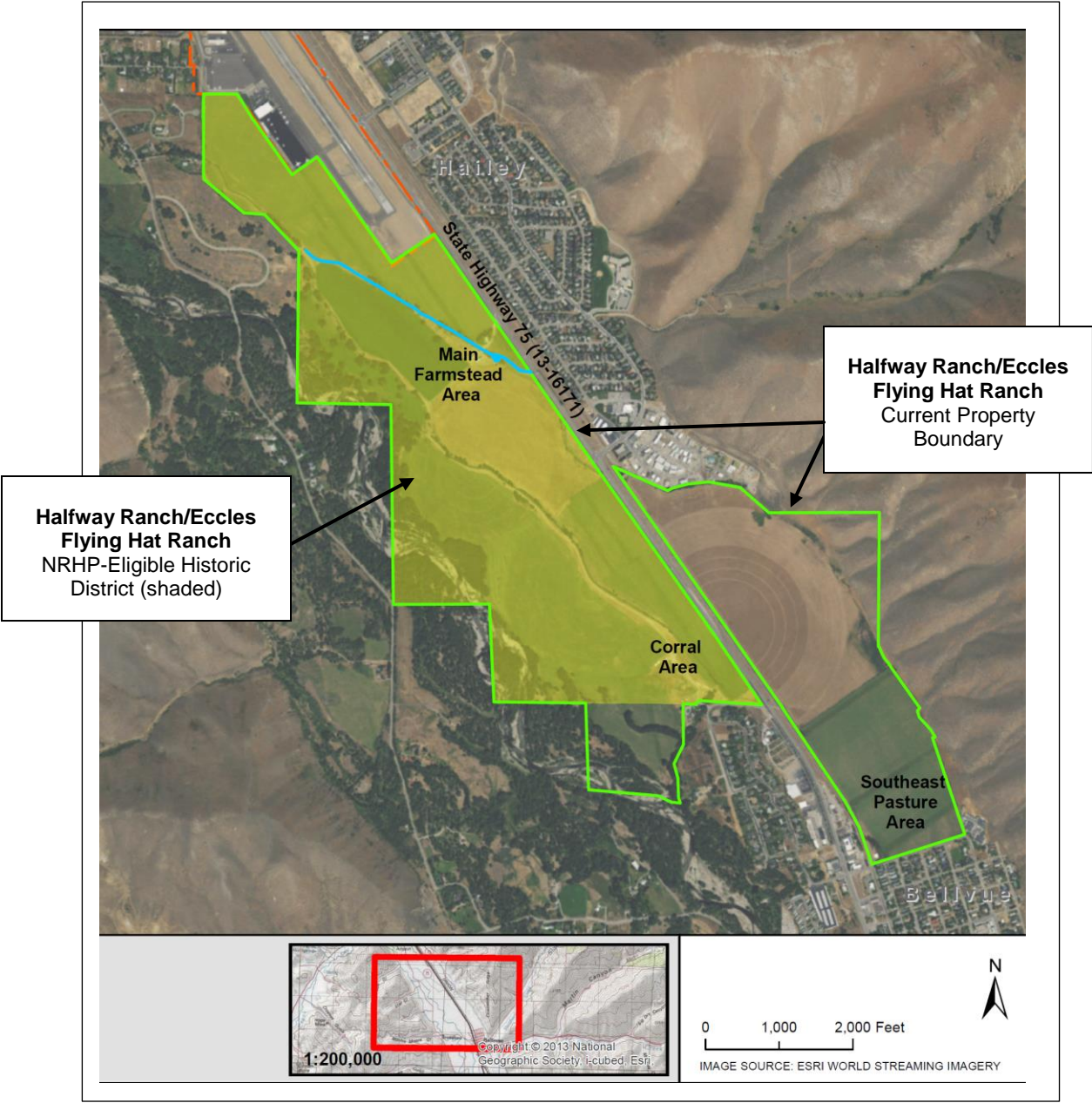
Other features not separately counted, per NRHP guidelines for elements of setting and feeling, include farm fuel tank stand structures, fencing, ranch access roadways, pivot irrigation structures, open pasturelands, and tree lines.

This ranch district contains historic resources dating from c.1883 to c.2006. The ranch originated with two, separate, early 1880s Desert Lands Act claims, certificates of which were transferred in 1888. The historic core of this ranch property was known as the Halfway Ranch as early as 1910 and historically encompassed about 640 acres primarily on the west side of present-day SH 75, as it does today.

Halfway Ranch/Eccles Flying Hat Ranch appears to be eligible for listing in the National Register of Historic Places as a historic district comprised of eight potentially contributing resources under Criteria A. This district is associated with significant trends in local history (Criterion A) and it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley.

This property possesses the following aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. It retains sufficient integrity to be NRHP eligible as a historic ranch district.

Figure 6: Halfway Ranch/Eccles Flying Hat Ranch





13-16207, May 2017

View SE from north end of property; Cove Canal (10BN1126) at right



13-16207, May 2017

View SW of Barn (Resource #3) and Equipment Shed (Resource #4)

Table 2A. Resources documented as part of 13-16207 – Main Farmstead

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Main Farmstead					
1	1, 6-9	Farmhouse	c. 1900; c.1920; c.1955; c.1991	Contributing	Integrity of design, materials, workmanship lost; Integrity of location, setting, feeling, and association intact
2	6	Well	c.1955	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
3	5, 12-16, 24	Barn	c.1925; c.1950	Individually Eligible/ Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
4	5, 13, 17, 18, 24	Equipment Shed	c.1950	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
5	19, 20	Outhouse	c.1965	Noncontributing	Integrity of materials, workmanship, and feeling lost; Integrity of location, setting, design, and association intact
6	21	Irrigation Equipment Shed	c.2000	Noncontributing	Constructed after period of significance; not historic

Main Farmstead – Elaboration

Resource #1. Farmhouse, c.1920; c.1955; c.1991 - Contributing

The original c.1900 section of this one-story house is at the north end and has a side-gabled roof and a hall-and-parlor form. A c.1920 gabled addition to the west half of the south elevation created an intersecting gable roof and an L-plan. A third, midcentury gabled wing addition projects from the northwest elevation. A nonhistoric, gabled, open carport extends from the west end of the south elevation. Additional features include: the steep roof pitch of the original section; the moderate roof pitch of the c.1920 addition; the shallow roof pitch of the midcentury addition; the variety of wood siding; corner boards and fascia trim under the eaves of the original section; the open eaves with exposed rafter tails on the c.1920 section; and the overall irregular footprint. Alterations include the incompatible application of vertical wood siding on some walls, replacement fixed-sash windows, metal roofing, and introduction of a sliding glass door in the center of the north elevation.

Despite alterations that prevent this building from being individually eligible, this farmhouse retains sufficient integrity to clearly communicate its historic associations with the agricultural development of the property. In a rural historic landscape such as this ranch, integrity aspects of location, setting, feeling, and association are particularly important in evaluating NRHP-eligibility, each of which this building retains. Though hindered by later and/or nonhistoric alterations, integrity of materials, design, and workmanship are sufficiently present communicate important information about the ranch's history and significance.

Resource #2. Well, c.1955 - Contributing

This well is located adjacent to the south of the farmhouse. Painted concrete block forms the square base perimeter wall and wood planks create a well cover, over which two steel pipe posts support the pyramidal roof clad with wood shingles. This structure is a good example of water source infrastructure development. It exemplifies its resource type and continues to convey its significant historic associations. The precise date of the well is undetermined; however, it is known to predate 1960.

Resource #3. Barn, c.1922 – Contributing/Individually Eligible

This large barn consists is a wood-frame building with a steeply pitched gambrel roof and a rectangular footprint oriented to face east toward the barnyard. Three utility doors, one at each end of the primary (east) elevation and one at the west end of the south elevation provide interior access. The walls are covered in tongue-in-groove wood siding and the roof is covered with corrugated metal sheeting over the historic wood shingles (visible at the west end of the south roof slope). Additional character-defining features include the: open eaves with exposed rafter tails; corner boards; large, hinged door/ramp centered in the top of the east gable allowing access to the interior hay loft; and the row of square, four-light wood windows illuminating stalls within. This building functioned as both shelter for livestock and storage for hay and grain. An open equipment shed extends from the rear (west) elevation. Its shed roof shelters five, open vehicular bays in the south elevation.

This barn is an excellent example of an early twentieth century ground-level stable barn. Likely built to replace an earlier, main barn that burned down, it communicates strong associations with the development of the ranch and agriculture in the Wood River Valley, as a whole.

Resource #4. Equipment Shed, c.1950 - Contributing

This one-story building has a rectangular footprint and a shallow-pitched, side-gable roof aligned generally east-west (parallel to the main barn). White painted concrete block forms the walls and the roof is covered with corrugated metal sheeting. The primary (south) elevation is defined by four vehicular bays facing the gravel barnyard roadway, the east three of which are open and the westernmost one containing a metal overhead door. Additional historic features include the: open eaves with exposed rafter tails; three, four-light steel sash windows at the south end of the west side elevation; and the vertical wood plank siding on each gable wall.

This building historically functioned as shelter for the ranch's tractors, equipment, and machinery, as well as providing an enclosed shop space within which to service machinery. It is an excellent example of its property type and retains the character-defining shallow side-gabled roof and series of vehicular bays. It clearly communicates its historic associations with the operation of the ranch.

Resource #5. Outhouse, c.1965 - Noncontributing

Though potentially of sufficient age, this building no longer retains sufficient integrity to clearly communicate its historic associations with the Main Farmstead. With no historic materials visible, it cannot readily convey its potential significance. If the secondary plywood siding were removed and historic siding found intact below, the building could be reevaluated for potential eligibility.

Resource #6. Irrigation Equipment Shed, c.2000 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

Figure 7: Halfway Ranch/Eccles Flying Hat Ranch – Main Farmstead

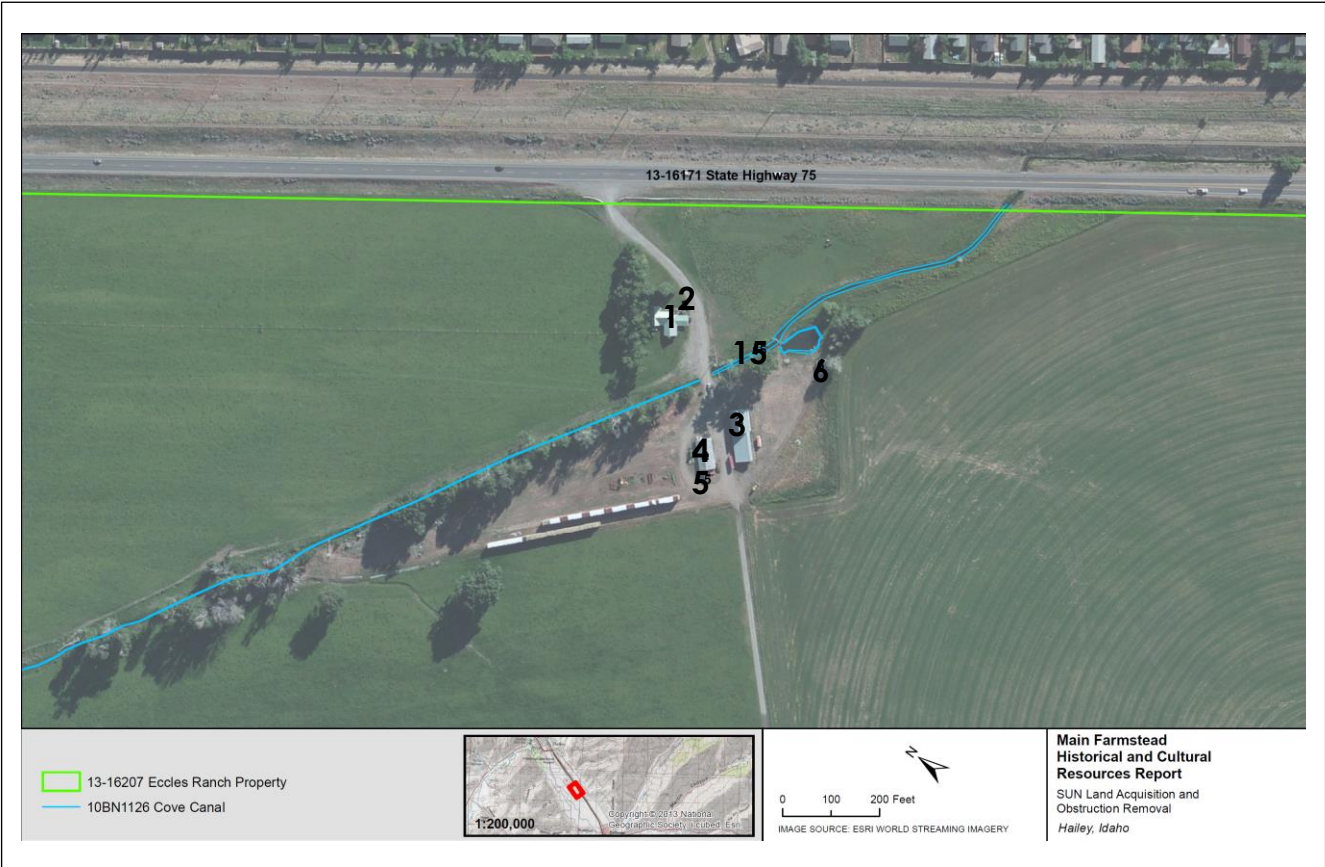


Table 2B. Resources documented as part of 13-16207 – Corral Area

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Corral Area⁶					
7	35, 36	Worker's Shack	c.2006	Noncontributing	Constructed after period of significance; not historic
8	35, 37	Grain Bin	c.1960	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
9	35, 37, 38	Utility Building	c.1955; c.1995	Contributing	Though moved to this location, this building retains sufficient integrity of; integrity of setting, design, materials, workmanship, feeling, and association to contribute to the overall significance of the ranch property
10	35, 39	Corral	c.1995	Ineligible	Constructed after period of significance; not historic

Corral Area - Elaboration

Resource #7. Worker's Shack, c.2006 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

Resource #8. Grain Bin, c.1960 – Contributing

Corrugated steel panels form the walls of this cylindrical structure. The conical roof is standing seam metal and the foundation is concrete. A single, sheet-metal-clad door is in the southeast side. Stenciled letters on the northeast side read, "BUTLER." Companies like Butler Manufacturing and Columbian Steel Tank Company fabricated easy-to-assemble grain bins like this beginning in the first years of the twentieth century, selling them worldwide for agricultural purposes well into the mid-to-late twentieth century. Nearly ubiquitous on working farms nationwide, these structures were commonly relocated based on farm operation logistics. Though a precise construction date of this bin has yet to be determined, historic aerial views indicate it at least predates 1965. It is a good example of the variety of ancillary agricultural resources that historically characterized working farms and ranches.

Resource #9. Utility Building, c.1955; c.1995 – Contributing

This side-gabled building has two primary elevations—southeast and northeast. A small vehicular bay at the west end of the southeast elevation and a single-leaf quarter-light wood paneled door at the north end of the northeast elevation allow access into the building. Shed roof extensions span the northwest and southwest, secondary elevations. Other features include: corrugated metal roof sheathing; tight eaves; tongue-in-groove wood siding; two window openings in the southeast elevation—a single

⁶ Available records for the Corral Area resulted were conflicting. Review of the 1957, 1973, and 1986 quad maps, as well as aerial photos from the same period were inconclusive. More in-depth research beyond the scope of this project is recommended should NRHP listing be pursued.

window and a paired window—both of which have been replaced with nonhistoric fixed sashes and new casing; corner boards; and a concrete foundation.

Review of available maps and historic photos, as well as the building itself, suggests this building dates to the mid-twentieth century and may have been moved to its current location in the 1990s. Relocation of farm utility buildings was a historically common practice and does not compromise the building's overall integrity and ability to communicate its associations with the agricultural development of this ranch property.

Resource #10. Corral, c.1995 - Ineligible

This structure is not of sufficient age or significance to be eligible for listing in the National Register.

Figure 8: Halfway Ranch/Eccles Flying Hat Ranch – Corral Area

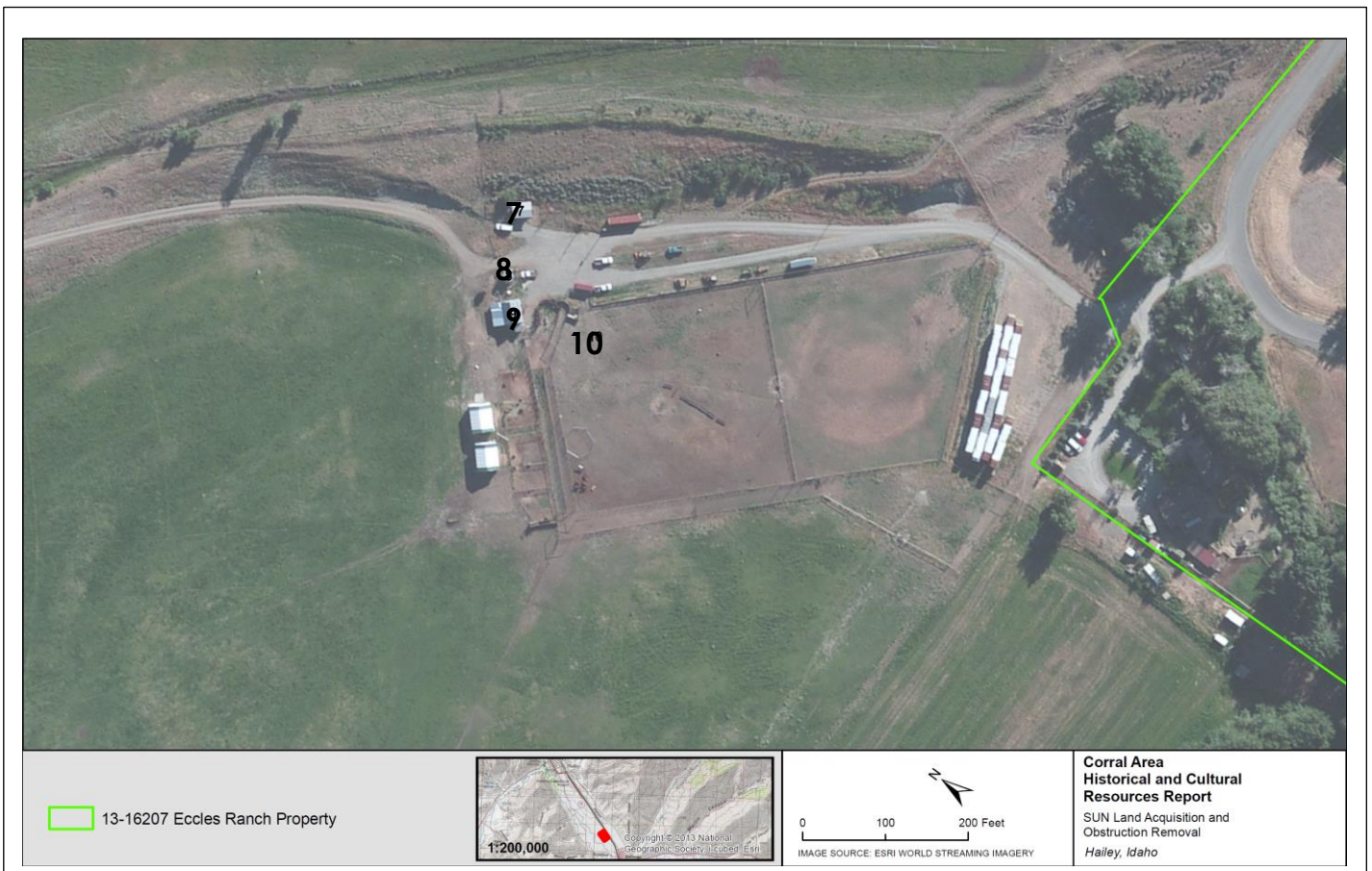


Table 2C. Resources documented as part of 13-16207 – Southeast Pasture Area

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Southeast Pasture Area (NOTE: this area incorporated into ranch property c.1997)					
11	47	Grain Bin	c.1950	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
12	47	Grain Bin	c.1950	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
13	47, 48	Shed	c.1935	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
14	49	Equipment Garage	c.1965	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible

Southeast Pasture Area - Elaboration

Resources #11-#14. Grain Bins (c.1950), Shed (c.1935), Equipment Garage (c.1965) - Ineligible

The Southeast Pasture Area is currently part of the Halfway Ranch/Eccles Flying Hat Ranch property, having been acquired into the larger property around 1997. Though not historically associated with the Halfway Ranch/Eccles Flying Hat Ranch, per NRHP guidelines, the full extent of the current ranch property is documented herein.

Because the Southeast Pasture Area has no historic association with the Halfway Ranch/Eccles Flying Hat Ranch, NRHP guidelines require that it be evaluated for its own historic associations apart from the Halfway Ranch/Eccles Flying Hat Ranch.

When evaluated on its own, survey revealed the Southeast Pasture Area was historically associated with a separate ranch that has since been subdivided and lost to residential development (see aerial photo below). Though each of the ancillary buildings in the Southeast Pasture Area are potentially of sufficient age to meet NRHP criteria, they no longer retain the integrity of association with their original ranch, and thus do not adequately communicate historic significance. By their very nature, ancillary buildings and structures require integrity of association with their original primary resource(s) in order to be eligible. In the case of the Southeast Pasture Area, the lack of the original farmhouse, barn(s), and so forth that once anchored the ranch of which Resources #11-#14 were a part, compromises integrity of association; the loss of this aspect of integrity surpasses the presence of any other aspects of integrity that might be retained.

Figure 9: Halfway Ranch/Eccles Flying Hat Ranch – Southeast Pasture Area

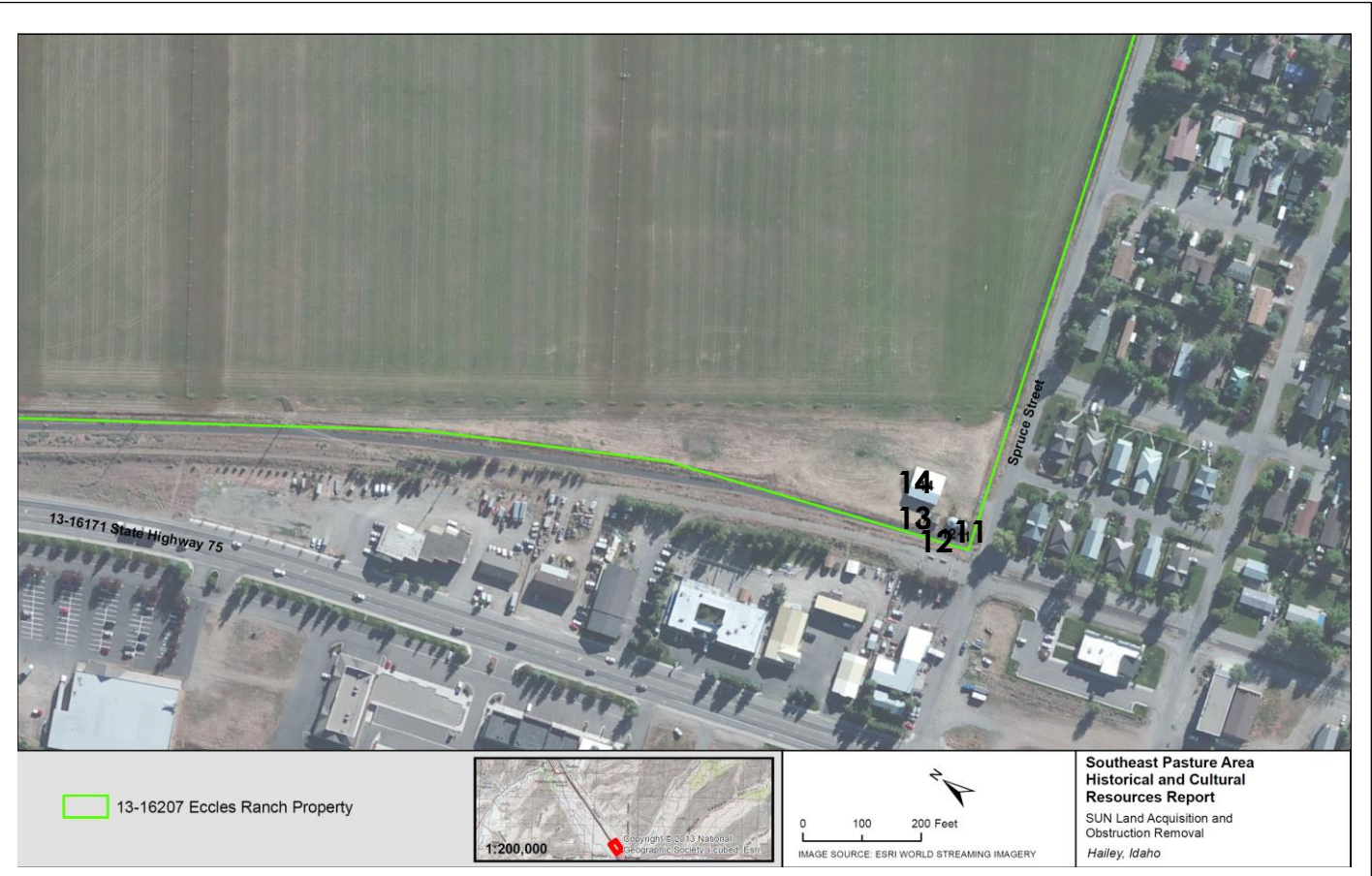


Table 2D. Resources documented as part of 13-16207 - Canals

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Canals					
15	2, 10, 11, 22-24	Cove Canal (10BN1126)	c.1883	Individually Eligible/Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
16	25-29, 31, 40-42	Rockwell-White Power Plant Canal (10BN1191)	1907	Individually Eligible/Contributing	Criterion A for Industry; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact

Canals - Elaboration

Resource #15. Cove Canal (10BN1126), c.1883 - Contributing/Individually Eligible

See below for full description, history, and eligibility assessment.

Resource #16. Rockwell-White Power Plant Canal (10BN1191), 1907 - Contributing/Individually Eligible

This canal carries water from the Big Wood River to the site of the former Rockwell-White Power Plant. Its point of diversion (POD) is NE¼ SE¼ Section 22, T2N R18E from left bank of the Big Wood River. It travels a path to the southeast across the ranch and ends near SH 75, where it leads into the former power plant tail race structure and is then diverted into the Kohler Ditch and Arkoosh Canal. The canal supplied water for electricity for mining and the community of Bellevue until it was decommissioned for industry in 1945. Additional history discussed below.

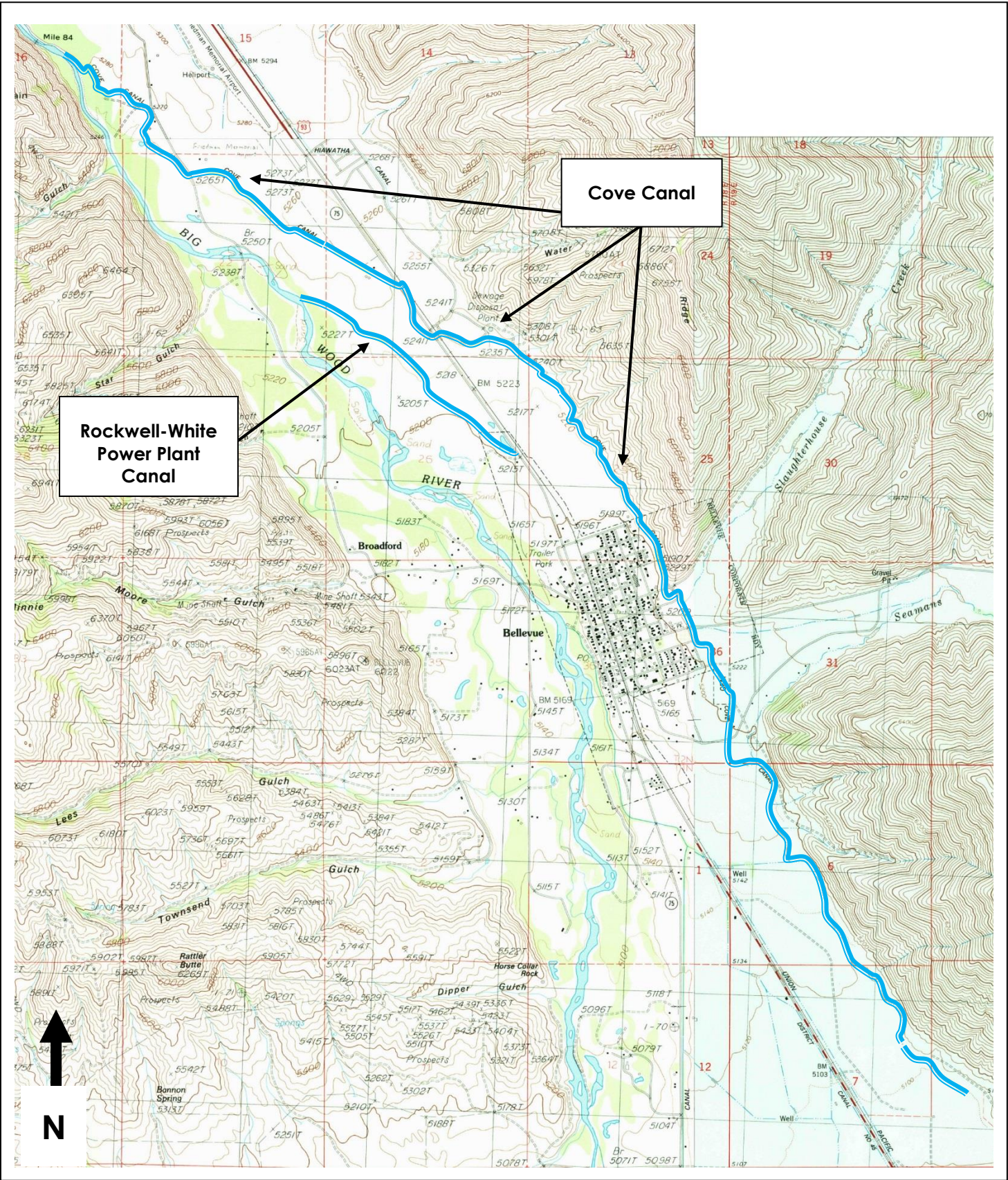
10BN1126 – Cove Canal

The Cove Canal meanders southeast from its origin on the left (east) bank of the Big Wood River, traveling approximately 7.65 miles to its terminus southeast of Bellevue. Cove Canal receives its water from the Big Wood River and follows a curvilinear path across the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), under SH 75 (13-16171), and extends generally southeast its full length to its terminus southeast of Bellevue off Gannet Road. It is listed as beginning from the Big Wood River at Point of Diversion (POD) No. 33, which is in the NE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 16, T2N, R18E. Along its route, the canal varies in width from about five feet to twenty-two feet. About six miles from its source and southeast of the southeast edge of Bellevue, it intersects with a branch of the Bellevue Canal. At the time of site visit in May 2017, the Big Wood River was flooded and verification of features at the canal source was not possible. At that time, the canal carried water for about three miles to a point just east of its intersection with State Highway (SH) 75.

The 1882 subdivisional survey of T2N R18E, the location of the upper part of Cove Canal, shows no canal feature but does show it now crosses what were indicated as the Desert Land claims of E.S. Chase (Section 15), J.B. Oldham (Section 22, 23), and J.R. Wilson (Section 22, 23) at that time. According to a 1952 US Department of the Interior Geological Survey Circular, this canal was established in 1882. Previous survey states Cove Canal dates to 1883-1884 and is one of the earliest irrigation structures in Blaine County. Previous documentation indicated brothers John, Joseph, and Michael Brown, along with neighboring land owner, Marcus A. Miner, developed the canal. In 1952, the canal's water rights were listed as 26.05 cubic feet per second (cfs) for irrigation purposes on 960 acres in parts of Sections 22, 23, 25, 26, 36 T2N R18E, Section 1 T1N R18E, and Section 6 T1N R19E. Around 2002-2003, the canal structure was altered and upgraded at its crossings with SH 75.

The Cove Canal appears to be individually eligible for listing in the National Register of Historic Places under Criteria A. This structure is associated with significant trends in local history (Criterion A) and it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley. This property possesses the following aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. It retains sufficient integrity to be individually NRHP eligible.

Figure 10: Cove Canal and Rockwell-White Power Plant Canal





10BN1126, May 2017

Cove Canal, view NW, Main Farmstead area of Halfway Ranch/Eccles Ranch property



10BN1126, May 2017

Cove Canal, view SE, just E of Marina Drive, at NW edge of Eccles Ranch property

FMA-01 – Friedman Memorial Airport

The Friedman Memorial Airport spans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho. Aligned parallel to the west of State Highway 75, the airport property encompasses twenty-five resources constructed between 1968 and c.2015, of which twenty-three are buildings (eighteen hangars, control tower, two terminals, office building, garage) and two are structures (taxiway, runway). The Friedman Memorial Airport is characterized by its single runway (and associated parallel taxiway) aligned northwest-southeast amidst open grassy ground. Additional landscape features that are not counted separately include perimeter fencing, driveways, parking lot, small nonhistoric utility sheds, plantings and trees, flagpoles, and runway lights, as well miscellaneous service roadways along the airport perimeter.

Overall, the airport conveys the character of aviation-related resources (hangars, runways, air traffic control, and so forth) from the late twentieth and early twenty-first century. Of the twenty-five resources on the airport property, all but four date to the 1980s and into the early twenty-first century, or reflect extensive alterations from the era. None of these airport resources meet NRHP Criteria Consideration G for exceptional importance of resources less than fifty years of age; fifty years being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance."⁷ As such, if integrity is maintained, these resources will need to be reevaluated for potential NRHP eligibility around 2032, when enough time will have passed to accurately ascertain significance.

Though established in the early 1930s, the historic portions of the airport are either nonextant, do not retain sufficient integrity to communicate their historic associations sufficiently to be eligible for listing in the National Register as a historic district. As stated above, the overall character of the airport is that of 1980s through early twenty-first century aviation resources and as such, there is no NRHP-eligible district potential, and no resource appears to be individually eligible for NRHP listing.

Table 3. Resources documented as part of FMA-01

Resource #	Photo #	Resource Name	Construction Date(s)	Eligibility Status	Justification
1	1	Air Traffic Control Tower	c.1985	Ineligible	Constructed after period of significance; not historic
2	2, 3	Large Single-bay Hangar (FMA-03)	c.1974	Ineligible	Constructed after period of significance; not historic
3	2, 4	Large Single-bay Hangar	c.1995	Ineligible	Constructed after period of significance; not historic
4	7	Single-bay Hangar	c.2015	Ineligible	Constructed after period of significance; not historic
5	8	Single-bay Hangar	c.2015	Ineligible	Constructed after period of significance; not historic
6	2, 5	Three-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
7	2, 6	Four-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
8	9	Terminal	c.1985; c.2015	Ineligible	Constructed after period of significance; not historic
9	10	Equipment Garage	c.1985; c.2003	Ineligible	Constructed after period of significance; not historic

⁷ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

Friedman Memorial Airport
Land Acquisition and Obstruction Removal

10	11	Todd C. Combs Management & Operations Center	c.2015	Ineligible	Constructed after period of significance; not historic
11	12, 13	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
12	12, 13	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
13	12, 14	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
14	15	Three-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
15	16	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
16	17	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
17	18	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
18	19	Multi-bay Hangar	c.1980	Ineligible	Constructed after period of significance; not historic
19	20	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
20	21	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
21	22	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
22	23	Large Single-bay Hangar	c.2003	Ineligible	Constructed after period of significance; not historic
23	24	Atlantic Aviation Terminal	c.2015	Ineligible	Constructed after period of significance; not historic
24	25, 26	Runway 13-31 (FMA-02)	1968; c.1975; c.1988; c.2006	Ineligible	Integrity lost due to extensive alterations/additions; original materials and alignment indiscernible
25	27, 28	Taxiway	c.2013	Ineligible	Constructed after period of significance; not historic
13-16156	n/a	Sun Valley Aviation Hangar No. 1	undetermined	Nonextant	Demolished c.1994
13-16157	n/a	Sun Valley Aviation Inc. Office	undetermined	Nonextant	Demolished c.1994
13-16158	n/a	Sun Valley Aviation Hangar #2	undetermined	Nonextant	Demolished c.1994
13-16159	n/a	Friedman Airport County Shop Building	undetermined	Nonextant	Demolished c.1994
13-16160	n/a	Sinclair Hangar	undetermined	Nonextant	Demolished c.1994



Resource #1: Air Traffic Control Tower, view S-SW
May 2017



Resource #8. Terminal, view W-NW
May 2017

Figure 11: Friedman Memorial Airport



FMA-02 – Friedman Memorial Airport Runway

The Friedman Memorial Airport Runway (FMA-02), also known as Runway 13-31, is aligned parallel to the west of State Highway (SH) 75 (13-16171). The runway is one of twenty-five resources constructed between 1968 and c.2015 on the airport and is the only runway on the airport. It and its associated parallel taxiway are aligned northwest-southeast amidst open grassy ground. The asphalt-paved runway has a rectangular footprint measuring approximately 115 feet by 7,550 feet. The runway structure dates to 1968, with various alterations, widenings, and lengthening projects dating to c.1975, c.1988, c.2006, and c.2013.

Previously a grass and dirt landing strip, the Friedman Memorial Airport Runway was paved and widened to one hundred feet in 1968. Between 1974 and 1976, the FAA invested \$600,000 into the Friedman Airport, resulting in resurfacing of the then approximately 4,600-foot runway, construction of a new turn-around section at the south end of the airport, installation of a new sprinkler system, and access road development, as well as installation of runway lights. Between 1984 and 1992 the runway was extended about over 1,750 feet at its southeast end, all as a result of increased traffic. Additional expansions between 1998 and 2003, and again between 2004 and 2009 added another 1,150 feet to the length of the runway at the southeast end. Most recently, around 2013, the current taxiway was constructed and connections to the runway realigned to their current appearance.

FMA-02 is not eligible for listing in the National Register of Historic Places due to a loss of integrity. The cumulative effect of a series of extensive late-twentieth century changes compromises the runway structure's integrity of design, materials, workmanship, feeling, and association. It is not eligible for National Register of Historic Places listing.



FMA-02. Runway 13-31, view NW
May 2017

FMA-03 – Friedman Memorial Airport Hangar

The Friedman Memorial Airport Hangar (FMA-03) is one of twenty-five resources constructed between 1968 and c.2015 located on the Friedman Memorial Airport (FMA-01).

This large, gable-front hangar is a tall, one-story, gable-front hangar with a single, full-width airplane bay defining the primary (NE) elevation. A metal, bi-parting, eight-leaf (four each side), sliding door system occupies the bay. Other features include: very shallow roof pitch; vertical seam metal siding; and very shallow eaves. The rear (SW) elevation features: four, high-set fixed sash windows; a single vehicular bay at the north end; and a small, single-cell, shed roofed projection at the south end.

The hangar dates to c.1974 and first appears in a 1978 photograph.

Though this building retains integrity of location, setting, design, materials, workmanship, feeling, and association, it does not meet NRHP eligibility Criteria Consideration G for buildings less than fifty years of age. Furthermore, when it does become fifty years of age, it does not present sufficient significance to be considered individually eligible and would likely only be eligible as a contributing resource to a larger historic district. Based on the character and construction dates of all other airport resources, historic district potential will not be possible until about 2032.



FMA-03, view W
May 2017

Determination of Effects

Based on the materials provided, research, and field verification, PSLLC finds the proposed project will have **No Adverse Effect**, either directly and indirectly, on historic resources in the APE.

Project Background

Located in a narrow valley, Friedman Memorial Airport maintains a single runway in the confined space between the Wood River to the west, State Highway 75 to the east, and the city limits of Hailey to the north. These geographic constraints not only prevent the airport from fully meeting FAA-recommended design standards but force the vast majority of take-offs and landings to be to and from the south, respectively. As such, the property to the south – Halfway Ranch/Eccles Flying Hat Ranch (13-16207) – is the abutting land most impacted by airport activity and of most concern in terms of land use compatibility and safety aspects thereof.

Outside the ownership and only under temporary easement control of the airport authority, the Halfway Ranch/Eccles Flying Hat Ranch property is a nonstandard airport condition and creates potential safety issues for land use compatibility in the Runway Protection Zone (RPZ). With the easement expiration pending, and the ranch owner having indicated no interest in renewing it, the airport authority is seeking to purchase the land area in question in order to ensure permanent land use compatibility with FAA recommendations and safety standards.

Furthermore, the north part of the ranch property contains obstructions (as defined by FAA regulations and planning guidance) in the form of over one hundred trees. The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height. Six pole-mounted lights have been affixed to the treetops to light the obstructions as an interim solution deemed insufficient by FAA recommendations.

Project Description

The proposed project action consists of acquisition and easement of 64.7 acres of the Halfway Ranch/Eccles Flying Hat Ranch and subsequent removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01). To meet FAA-recommended safety standards, approximately 1,600 feet of obstructing tree line will be removed to allow for an unobstructed airspace at the south end of the airport. Tree removal will include cutting them at ground level and remaining stumps treated with a pre-emergent to restrict regrowth. The banks of the canal will transition from a forested canopy to shrub or grassland complex.

Potential Impacts on NRHP-eligible Resources

The proposed tree removal along a small percentage (less than four percent) of the approximately 7.65 mile-long NRHP-eligible Cove Canal will not markedly diminish the overall integrity of the irrigation structure. The proposed tree removal will impact some aspects of the current setting of the NRHP-eligible Halfway Ranch/Eccles Flying Hat Ranch, however the presence of the trees cannot be

confirmed to have been an original or historic aspect to the ranch and thus their elimination does not present a substantial loss of integrity of setting and does not meet the threshold of a finding of adverse effect.

More specifically, the trees lining Cove Canal are on what was originally unirrigated land categorized as 'desert' at the time of initial development, the trees lining Cove Canal are not original to the site and no evidence is apparent suggesting they were intentionally planted (such as for a wind break). Instead, they appear to be the de facto result of ongoing lack of canal maintenance, which typically included prevention of vegetation maturation along canal banks by means of mowing, burning, cutting, and so forth. Review of a birdseye view (1884), quadrangle maps (since 1895), and historic aerials (since 1954) shows trees along the canal either nonexistent or varying considerably in density and location(s) over time. Due to the lack of evidence from either the historic record or on-site investigation, the trees were not found to be a historically significant component of the canal or ranch setting(s).

Properties Identified as Potentially NRHP-Eligible

<u>Site #</u>	<u>Site/Feature Type</u>	<u>NR Status</u>	<u>Distance to APE</u>	<u>Project Effect</u>
13-16207	Halfway Ranch/Eccles Flying Hat Ranch	NR Eligible District	Inside APE	No Adverse Effect
10BN1126	Cove Canal	NR Eligible	Inside APE	No Adverse Effect

Management Recommendations

The proposed project will have NO ADVERSE EFFECT on NRHP-eligible resources. Thorough investigation of avoidance and minimization, as well as public engagement, has been completed. Based on the lack of public opposition and the hazard of leaving the trees in the approach area, project approval is recommended.

Avoidance, Minimization, or Mitigation Options

Based on the Determination of Effects above for the proposed project, no avoidance, minimization, or mitigation options are warranted.

Though no archaeological sites or isolates were found, if future projects arise in this APE, it may be necessary to contact the Idaho SHPO if artifacts are encountered during any ground breaking activity. If any additional cultural resources are encountered during the course of this or any future project, all ground disturbing activities will cease until a qualified FAA or SHPO cultural resource specialist is consulted.

Conclusions

This report documents the results of a cultural resources survey conducted to identify and evaluate resources at and abutting the Friedman Memorial Airport, at the south edge of Hailey, Blaine County, Idaho. This effort is part of a larger land acquisition and easement (64.7 acres) endeavor of Friedman Memorial Airport Authority (FMAA) to address runway approach obstructions and includes resource identification and documentation under both Section 106 and Section 110 of the National Historic Preservation Act (NHPA), as amended.

Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes; Section 106 evaluation was restricted to the actual project impact area.

Section 106 Project Description

The proposed project action consists of the removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01). The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height.⁸ Six pole-mounted lights have been affixed to the treetops to light the obstructions as an interim solution deemed insufficient by FAA guidelines. To meet FAA-recommended safety standards, approximately 1,600 feet of obstructing tree line will be removed to allow for an unobstructed airspace at the south end of the airport. Tree removal will include cutting them at ground level and remaining stumps treated with a pre-emergent to restrict regrowth. The banks of the canal will transition from a forested canopy to shrub or grassland complex.

Results of Cultural Resource Study

A total of three historic properties were identified and documented as part of this survey effort, all of which had been previously documented at least minimally or partially. Friedman Memorial Airport (FMA-01) was documented per Section 110, which included the separate documentation of two of its twenty-five resources: a runway (FMA-02) and a hangar (FMA-03). Per Section 106, Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207) were documented as they are within the APE. Each of these three properties were resurveyed to meet the State Historic Preservation Office (SHPO) and FAA standards for cultural review of airport-related projects. Of the three properties documented, two properties appear to be NRHP-eligible: Cove Canal (10BN1126) and part of Halfway Ranch/Eccles Flying Hat Ranch (13-16207).

Although the project APE falls within a prehistoric and historic travel corridor between the Sawtooth Basin to the north and the Camas Prairie to the south, no archaeological findings were made during this investigation. The proposed undertaking will have no adverse effect on archaeological sites or isolates.

Overall, the undertaking, as described, will have **NO ADVERSE EFFECT** on the NRHP eligibility of historic properties as a result of the project actions.

⁸ Cottonwoods are commonly found along wet areas in the Big Wood River Valley. Though possible, there is no evidence nor did the primary sources reveal any indication the trees pending removal along the canal were intentionally planted as a windbreak or 'shelter-belt.'

References

Airport Map of Idaho Showing Airports and Landing Fields 1939. Boise, Idaho: Department of Public Works, Aeronautics Division, 1939.

Blaine County (Idaho) Assessor's Records.

"Hailey Honors Pioneers With The Most Beautiful Airport in Idaho," *The Hailey Times*, May 19, 1932.

Hart, Arthur A. *Wings Over Idaho: An Aviation History*. Caxton Press/Historic Boise, Inc., 2008.

<http://www.co.blaine.id.us>

<https://www.archives.gov>

<https://www.findagrave.com>

<https://glorerecords.blm.gov/search/>

Jones, R.P. "Evaluation of Streamflow Records in Big Wood River Basin, Idaho." US Department of the Interior Geological Survey Circular 129 (1952).

Metsker, Charles F. *Metsker's Atlas of Blaine County State of Idaho*. Seattle, Washington: Metsker Map Company, 1939.

Milbrooke, Anne. *Guidelines for Evaluating and Documenting Historic Aviation Properties*. National Register Bulletin. U.S. Department of the Interior, National Park Service, National Register of Historic Places, 1998.

Morris McFarland. "Plat of the Exterior Boundaries of the Townsite of Bellevue, Alturas County, Idaho." March 16, 1882. Government Land Office. Available from <https://glorerecords.blm.gov>.

Walsworth, Claudia. "A Cultural Resource Survey of the Friedman Memorial Airport." 1993.

Idaho Historic Sites Inventory Forms